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BOOK REVIEWS.

THE LAW OF ROADS AND STREETS. By B. K. and W. F. ELLIOT. Indianapolis: The Bowen Merrill Company. 1900.

"It has been our purpose to make a book that shall be practically useful, and to that end our labors have been directed." We take these words from the preface to the first edition of the valuable work before us, in order to show just what purpose animated the authors. Some works are written with a view to a theoretical inquiry into legal fictions or legal entities, but the work under consideration has been animated by one thought, that of practical utility. That it has been a success is undoubted; to say that it has served its purpose is therefore no mean praise.

A second edition, the one on our table to-day, attests the popularity of a work which, though special in the main, deals with a number of cognate subjects, such as bridges, street railways and railway crossings. It is ten years since the first edition was printed and since then judicial decisions, statutes, even written constitutions, have settled many points disputed at that time and have also changed the law in many respects, so many respects, indeed, that some adjudged cases have yet to be confirmed by higher courts before they will become of any value.

Some idea of the size and scope of the volume may be gained from the fact that the table of cases alone covers 129 pages of small type. While it was impossible to include every rule in every state on these subjects treated in this work, mention should have been made of the Pennsylvania rule that where land is bounded by an unopened street, the grantee of land so bounded takes title to the side only, where that side is mentioned as his boundary. His title jumps to the middle of the street only when the street is opened, not before; so that damages in such cases are rarely allowed. *Hancock* v. *City of Philadelphia*, 175 Pa. 124 (1896).

Typographically the work is all that could be expected; the section headings and the index are of particular assistance.

J. M. D.

THE LAW OF OPERATIONS PRELIMINARY TO CONSTRUCTION IN ENGINEERING AND ARCHITECTURE. By JOHN C. WAIT. New York: John Wiley & Sons. 1900.

The author of this unique work took his M. C. E. at Cornell and his LL. B. at Harvard; his engineering and his legal training, therefore, were of the best and qualify him to be an authority on matters requiring a knowledge of both subjects. A few years ago he published a work on "Engineering and Architectural Jurisprudence,"